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Montana and the sky

MDT Department of Transportation - Aeronautics Division Vol. 43, No. 9 September 1992

Special Guests Visit Schafer Meadows

Soviets Couple Surprised With Party

Yuri Kharitonov, and Olga Volkova of the Soviet Union joined the Schafer Meadows Work Session. Yuri is the Director of Operations, Magadan Department of Civil Aviation.

Yuri and Olga were the liaisons that escorted a group of Americans who completed a Friendship Flight to Russia last summer. The couple was invited to the United States in return for their hospitality shown in 1991.

Loren Smith was instrumental in making the necessary arrangements. In a surprise celebration, Yuri was treated to an "American-style" birthday party, complete with cake, candles and singing!

U.S. Senator John Warren Attends

Herb Sammons, "Mr. Schafer Meadows," visits with U.S. Senator John Warner of Middleburg, Virginia. Senator Warner attended the annual Schafer Meadows Work Session at the invitation of Senator Conrad Burns.

Regretfully, Senator Burns was unable to make the trip. Senator Warner has served in the Senate since 1978 and is the ranking republican member of the Senate Armed Services Committee. He also serves on the Select Committee of Intelligence, the Environment and Public Works Committee and the Rules and Administration Committee.

More than 25 aircraft attended the annual work session held July 17-19, 1992. A meeting of the Board of Directors and general membership of the Montana Pilots Association was conducted Saturday afternoon. Saturday evening dinner was provided by the Great Falls Hangar of the MPA and Loren Smith. As always, a baron-of-beef feast with all the trimmings was served.

PLEASE RETURN

Administrator's Column

FAA Throws in Towel on Annual Flight Review Proposal: Bowing to strong opposition from both the Aircraft Owners and Pilots Association and the Experimental Aircraft Association, the FAA is now proposing to drop their proposal to require annual flight reviews for recreational and non-instrument private pilots who have under 400 hours of flight time. The FAA, after rethinking their proposal decided that the information they used to determine the validity of the proposal was insufficient to justify the rule which would have cost some 129,600 pilots about $6.4 million. I'm sure there will be no opposition to the FAA's new proposal to drop their previous proposal.

New FAA Administrator Makes Announcements at Oshkosh: FAA Administrator Thomas Richards announced during the annual Experimental Aircraft Associations fly-in convention that he has signed the final rule postponing the requirement to install Mode S transponders. Under the old rule aircraft owners were prohibited from installing Mode A or Mode C transponders after July 1, 1992 even though Mode S manufacturers were unable to meet the supply deadline. This postponement will save aircraft owners about eight million dollars.

Administrator Richards also announced that he has revised the FAA's policy on remedial training which will now allow pilots to participate in the program without having to admit to a violation. He said that the decision is part of the FAA's policy to make a more "rational and flexible" enforcement approach.

Testing for Instrument GPS Approaches: The FAA has made an agreement with the Aircraft Owners and Pilots Association to flight test Global Position System satellite navigation for non-precision instrument approaches. AOPA will provide pilots and their A-36 Bonanza to conduct the tests which will begin in September at the FAA Atlantic City Technical Center in N.J. It is anticipated that after successful testing is completed, GPS approach approvals will being early in 1993.

State by State Report Completed: The National Association of Aviation Officials Center for Research and Education (NASAO/CARE) has recently completed their 1992 State Aviation Tax Revenue Report. The report details state by state revenue sources and it is interesting to note that the average aviation fuel tax throughout the nation is 7.9 cents per gallon for av-gas and 4.2 cents per gallon for jet fuel. The report is available for $25 through NASAO/CARE, 8401 Colesville Road, Suite 305A, Silver Spring, MD 20910; (301) 495-2848.

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Tool Scholarship Awarded

Roger White was awarded the 1992 Montana Aeronautics Division $250 Tool Scholarship. Roger was selected for this scholarship by the Aviation Maintenance Faculty at the Helena Vo-Tech.

Fred Hasskamp, Chief of the Safety and Education Bureau, and Phil Vittetoe, aviation mechanic instructor, Helena Vo-Tech offer Roger their congratulations.

Roger received his Airframe and Powerplant Certificate in June 1992. He is a native of Floweree where his family operates White Farms. Roger will continue his training in aerial application and looks forward to a career in ag aviation doubling as a pilot and mechanic.

Good luck Roger!

Fuelish Ace McCoy *thought* he could make it nonstop.

Calendar

Sept. 5 - 7—Labor Day Fly-in, Yellowstone Airport, West Yellowstone.

Sept. 11 - 13—MPA Fall Fly-in, Glasgow.

Sept. 17 - 20—29th Annual Reno Air Races, Stead Airport, Reno.

Sept. 18 - 20—Mountain Search Pilot Clinic, Kalispell.

Sept. 20—Beacon Star Fly-in. Poor Boy Sourdough Pancake Breakfast for $3.50 from 8 a.m. to 11 a.m.

Sept. 26—AOM Board Meeting, Helena.

Sept. 26 - 27—Columbus Discovery Celebration and Fly-in, Columbus.

Oct. 2 - 4—Montana Flying Farmer Convention, Park Inn f/k/a Yogo Inn, Lewistown.

Oct. 6 - 12—National Aviation Education Week.

Nov. 6—Montana Aeronautics Board Meeting, Helena.

Feb. 5 - 7, 1993—Flight Instructor Refresher Clinic, Helena.

Feb. 24 - 27, 1993—Montana Aviation Conference, Holiday Inn, Missoula

March 1 - 3, 1993—Upper Midwest Aviation Symposium, Bismarck, North Dakota.

Airport Directory Updates

The Anaconda Airport has a new Airport Manager, John McPhail. John can be reached during business hours at 563-8494 and if necessary at home, at 563-7153.

Drummond VOR (DRU) simplex frequency is now 122.25 Mhz.; 123.65 is no longer in use.

Schafer Meadows

The "fencing crew" poses following the planting of new posts and rails along the southwest end of the runway. Replacing old fencing is an on-going project at Schafer.

A variety of aircraft decorated the airstrip throughout the weekend.

Bud Lindemer looks on and offers words of wisdom as Senator Warner assists in repairing the campground gate.

Peggy Lipscomb assisted Gordon Ash. Schafer Meadows Ranger in delivering posts to the fence builders.

Watching aircraft land and take-off is a favorite pastime of folks visiting Schafer. This group gathers to enjoy the sunshine and activity.

Family Fly-in and Safety Expo Held

Kalispell served as host to the 6th annual Family Fly-in and Flight Safety Expo, July 10 - 12. The event is sponsored by the Federal Aviation Administration and Montana and Idaho State Aeronautics. It is supported by many local and national businesses and organizations.

Despite the thunderstorm activity that at times caused unfavorable flying conditions, the Expo attracted over 100 aircraft. Many other participants arrived by car.

The program included an outstanding lineup of speakers, including Bob Gilliland, the SR-71 (Blackbird) test pilot and Tex Johnston, the Boeing test pilot who barrel rolled the prototype 707 airliner.

Other activities included safety seminars, aviation education programs for children of all school ages, a trade show, military fly-bys, Pinch Hitter course, Mountain Flying Course, static displays, Wings Pilot Proficiency Award Program, ACE aircraft inspection and courtesy flights.

The annual event is designed to improve the knowledge and proficiency of general aviation pilots.

A series of survival seminars were conducted by Kevin Wagner of the United States Air Force. Topics included fire starters, clothing and shelters and medical information.

The rainy days did not discourage many hearty folks who chose to camp with their airplanes.

The FAA's portable air traffic control tower controlled traffic at the Kalispell City Airport. The tower was staffed by FAA air traffic controllers from around the state.

Flight Service Station employees were kept busy in their temporary quarters.

A Thunderstorm Review for Idaho Pilots

By: Michael E. Campbell
Aviation Meteorologist
NWS Forecast Office, Boise, Idaho

Thunderstorms produce the greatest forces in the atmosphere.

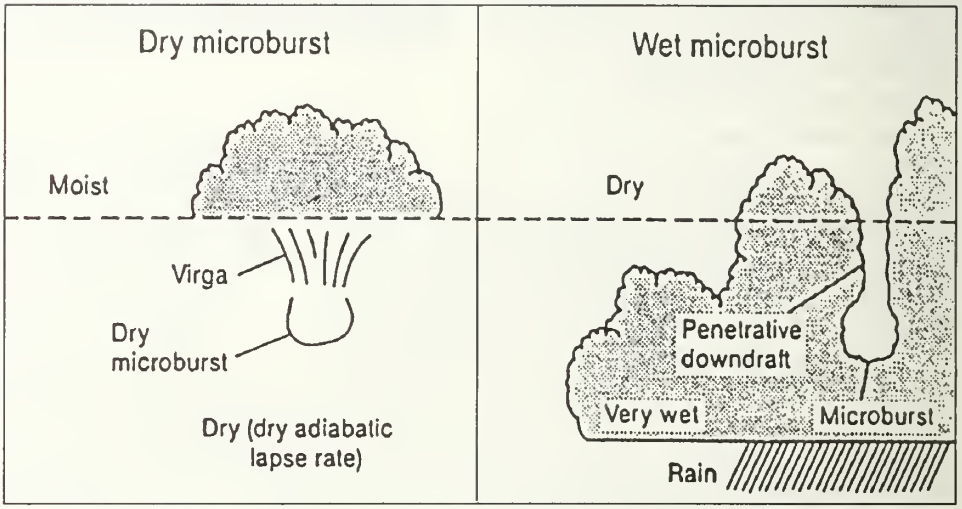
They are spectacular to observe from a safe distance and can be frightening, even deadly, up close. Lightning strikes can heat nearby air to 54,000 degrees Fahrenheit! Hailstones weighing more than four pounds and thunderstorm updrafts exceeding 100 mph have been documented!

Thunderstorms are defined as cloud masses, usually cumulonimbus, from (or in) which electrical discharges create thunder. Thunderstorms are the most dangerous atmospheric phenomenon to aviation, producing the entire gamut of aviation weather hazards: IFR, mountain obscuration, turbulence, icing, lightning, and low level wind shear (LLWS). In addition, thunderstorms can produce downbursts and tornadoes. Although hazards associated with thunderstorms in Idaho are usually not as extensive as those in the eastern two thirds of the United States, one or more of them can be deadly to a pilot.

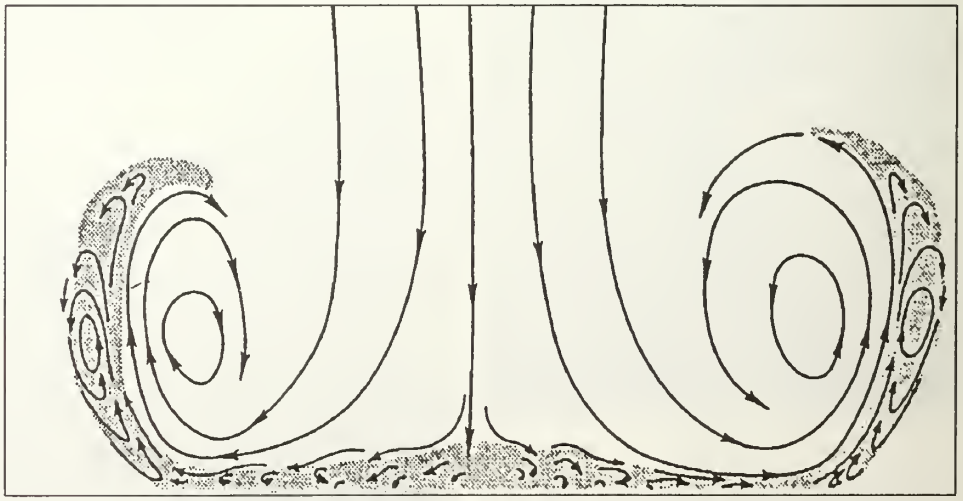
There are three necessary ingredients for thunderstorm development: moisture, instability, and lift. Thunderstorm characteristics in Idaho vary during spring and summer. In spring, and later winter, thunderstorms are low based with relatively low tops (generally less than 25,000 feet) and can be embedded in a larger cloud mass. Moisture, instability, and some of the lift are usually provided by larger scale weather systems. Summer thunderstorms are generally higher based, have much higher tops (35,000 feet and higher), and are more isolated in aerial coverage than spring thunderstorms. Moisture is more limited in the summer with much of the lift produced by surface heating. Surface heating, also enhances (or sometimes creates) instability. Mountain topography effects on thunderstorm development are evident in both seasons.

Thunderstorms can produce extremely hazardous microbursts (see illustrations). A microburst is defined as a small downburst with its outburst winds extending only 2.5 miles or less. Studies have shown that wind shear (headwind to tailwind) through microbursts is often in the 50 to 100 mph range, with extreme cases in the 150 to 200 mph range! Although microburst can occur in high or low based thunderstorms, microbursts occurrences in Idaho are usually associated with high based (dry) summer thunderstorms.

Since summer thunderstorms in Idaho are often high based, flight under them may be tempting to some unwary pilots. Pilots should keep in mind that the appearance of high based thunderstorms is exactly the reason they can produce microbursts. Rain showers falling from the base of the thunderstorm quickly evaporate in the warm and dry air below. This evaporation process appears as virga. The resultant evaporative cooling further accelerates the existing downdraft. If these (and other) processes persist, a downdraft can eventually become a downburst and ultimately a horizontal microburst. In the air, pilots can often identify microburst by a circular dust pattern on the ground below a high based thunderstorm. Pilots are urged to give ALL thunderstorms a wide berth and NEVER attempt to fly under a thunderstorm.



Conceptual models of environmental opposite extremes associated with microburst. (Left) The dry extreme is characteristic of semi-arid regions of the west, where rain showers virtually evaporate before reaching the surface, but nevertheless, produce destructive winds. (Right) The wet extreme is characterized by a dry source layer that ejects pockets of dry air into underlying rain-filled and saturated air, producing the evaporation can result in a microburst.



Cross section of a conceptual vortex ring model of a microburst. The shaded portion is the friction boundary layer that contains vorticity opposite to that of the decending ring.

Attention:
Montana Airstrip Owners

The Montana Aeronautics Division is compiling the necessary data to complete the new 1993 Aeronautical Chart. All private airstrip owners are requested to fill out the following questionnaire. If your airstrip is already depicted on our most current chart and if we do not hear from you, we will assume that the information we already have is correct. Also, please let us know if your airstrip is inactive so that we may delete it from our next edition.

We have had a legal opinion that indicated an airstrip clearly depicted as being restricted and 1) privately owned; 2) not for public use; 3) having possible unreported hazards; 4) user assumes all risk; and 5) prior permission required will have less liability on the owner than one not shown on the chart, but clearly visible from the air and identifiable as an airstrip and, therefore could possibly be considered an invitation for public use.

Mail to: Aeronautical Chart Revisions
Montana Aeronautics Division
Box 5178
Helena, MT 59604

Privately Owned Airstrip Location

Name of Airstrip _____

Name of Owner _____

Owner's Mailing Address _____

Owner's Phone Number _____

Airstrip Location

Latitude _____ Longitude _____ County _____

Nearest Town _____ Direction _____ Miles _____

Does your airstrip serve as a community's only airport? Yes _____ No _____

Is your airstrip open to the public? Yes _____ No _____

Do you carry public airport liability insurance? Yes _____ No _____

Comments _____

Airstrip Data

Runway Direction	Length	Width	Approach Obstructions & Distances
_____	_____	_____	_____
_____	_____	_____	_____

Airport Elevation _____ Unicom Radio? Yes _____ No _____

Fuel Available? Yes _____ No _____ Octane? _____ Emergency Only _____

Telephone Available? Yes _____ No _____ Phone Number _____

Airstrip Owner's Signature _____

FAA Issues Certificates

Private

Leleand Blatter	Bozeman
Michael DeKaye	Cut Bank
Douglas Duncan	Butte
Bart Goins	Great Falls
Byron Guy	Kalispell
Ryan Hoerner	Kalispell
Zeljko Ivic	Missoula
Gary Kjelsrud	Great Falls
Reed Lamb	Kalispell
Charles Manning	Kalispell
Don Moss	Manhattan
Richard Olsen	Kalispell
Russell Reed	Billings
John Stevenson	Butte
Warren Veien	Darby

Commercial

Dallas O'Connor	Poplar
Richard Odbert	Billings
Christina Pomeroy	Livingston

Multi-engine

Richard Odbert	Billings
Ronald Ries	Edgar

Ground Instructor

Harold Halliburton

CFI - Instrument

Thaddeus Solem	Chinook

CFI - New

Keith McJunkin	Billings
Michael Pederson	Glasgow
Roy Toavs	Wolf Point

CFI - Renew

Kenneth Conrad	Billings
Douglas Egel	Billings
Edmund Lovrien	Missoula

ATP

Thomas Nopper	Bozeman
Rex Schmidt	Vaughn

Instrument

Robert Hari	Worden
Craig Hash	Billings
Richard Romero	Billings
James Sims	Jefferson City
Albert Williams	Bozeman

Glider Tow

Zack Anderson	Bigfork

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